

CURRENT HAPPENINGS IN THE REALTY MARKET

Thirteenth Street Between Columbia Road and Harvard Street N.W.

REAL ESTATE GOSSIP

Some Opinions as to the Current Market Conditions.

THE DEMAND FOR HOUSES

Prospects for Rental Season, Which Is at Hand.

GREAT CHANGES IN THE CITY

What a Journey About Washington Would Reveal Even to the Oldest Inhabitant.

There is good demand for houses. People want to buy and people want to rent. That is the view of the market at this time taken by Harry Wardman, probably the most extensive builder of houses and apartments in the city. In discussing current conditions Wardman spoke of what he has done this season and of his plans for the balance of the year.

Since the opening of the present year he has erected or begun some one hundred and sixty houses. He expects before the end of the year to start about one hundred more.

He has found a good demand for suites of rooms in apartment houses he has built, which were taken as rapidly as they were ready for occupancy. As an indication of the state of the market he said that in one month there have been sold some forty of his houses, a record made the past month.

The Rental Market.

It is the opinion of Luther Swartzell, in charge of the rent department of the Swartzell, Rheem & Hensley Co., that the rental season, which will be fairly started by the middle of the present month, is going to be good. He bases this view on inquiries already coming in regard to suites in apartments and as to houses.

What Can Be Seen.

There is no one, however long his residence in this city, who cannot see a great deal that is unknown or new by taking little excursions to various sections. This is true not alone of those who live in narrow and restricted lives, but applies to those who go about a good deal and may be said to be fairly posted on what is happening in a material way in the city in which they live.

In the first place there are great and fundamental changes which have been wrought in the southwestern and eastern sections of the city by the new street railroad terminal by which all grade crossings within the old limits of the city have been done away with. Much has been accomplished on this account in the northeastern section of the city, and especially from the Union station northward. In both localities the changes have amounted to almost transformations. Old landmarks have disappeared and unfamiliar scenes are before one.

Then there are the new public buildings to be seen, four of them of the larger type, the National Museum building, one for the Agricultural Department and the two structures for the offices of the House and of the Senate. All these buildings are important additions to the architecture of the city, and contribute materially to the dignity and beauty which makes Washington worthy to be the Capital City of the nation.

Beyond the Old Bounds.

What would perhaps hold the attention of the man or of the woman who thus is trying to renew acquaintance with the city of his or her home is the pushing out of the city which has taken place in all directions. The town of Anacostia no longer marks the limit of the line of settlements in that direction. Buildings have crept up the hill and beyond. Swinging around to the northeast, one comes to the region of Pennsylvania avenue extended, where the wooded heights are now dotted with houses.

Then there is the locality on each side of Rhode Island avenue extended, with its chain of settlements extending as far east as Brightwood itself and as far to the west as 14th street is a continuation of the city with Maryland, with its farthest boundary ending with the town of Laurel, which is about half way on the road to Baltimore.

Great Rapidity of Growth.

In this locality, and forming a direct extension of the city, is Bloomingdale, which sprang up with marvelous rapidity and probably holds the record for the greatest number of houses built in one locality within the period of time. The place has not stopped growing, and the influence of these improvements has been felt throughout the Le Droit Park region, which no longer has the aspect of a suburban locality.

The entire Columbia Heights section has been extended to the north and to the east, so that Brightwood avenue, as far almost as Brightwood itself and as far to the west as 14th street is a continuation of the city with Maryland, with its farthest boundary ending with the town of Laurel, which is about half way on the road to Baltimore.

Record of Invaded Progress.

When the extent of this new territory

that has been added and is being added to the built-up portion of the city is comprehended an impressive idea is obtained of the wonderful progress of the city. Building has already leaped over Rock creek on the lines of Connecticut avenue and is rapidly pushing out Massachusetts avenue. The course of improvements from the city itself is approaching what has been done in the suburban subdivisions.

It is not surprising, then, that the figures of the police census show an increasing yearly average in the growth of the population. The next census decade will no doubt furnish figures that will greatly enlarge the usual average of the yearly growth. For some time past the population of the city has shown for the ten years the census period an average increase of about 5,000. It is expected that the average for the current period will come up to 8,000.

Sale of Seven Homes.

The real estate corporation of Boss & Phelps reports for Richard H. Bailey, the builder, the sale of seven not yet completed homes on the west side of 13th street, adjoining the corner of Harvard street, Columbia Heights. The aggregate amount of the sales was \$34,000. Most of the houses sold for all cash.

The fronts of the houses are built of brick of a light shade with white stone trimmings. Each house contains nine rooms and two baths, except the corner, which has ten rooms. Hot-water heating system is used.

The sale of this row was accomplished during the past thirty days, and considering the time of the year the firm regards this achievement as indicating the character of the demand for homes.

A Laboratory Building.

Estimates are being taken for the construction of a laboratory building for the bureau of standards to be erected on the ground occupied by that bureau to the west of Connecticut avenue and on the Pierce Mill road. The plans for the structure have been drawn by Wood, Deming & Deming, architects, and Harvard street, Columbia Heights. The aggregate amount of the sales was \$34,000. Most of the houses sold for all cash.

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Stucco and Shingles.

Plans have been prepared by Speiden & Speiden, architects, from which Mrs. Frances S. Nichols has begun the erection of a house at the corner of Georgia avenue and Allison street.

By locating the house on the terrace at the original grade of lot the owner has been able to retain a number of the old forest trees which form a picturesque background for the building.

The house will be of frame construction with intersecting gables and broad overhanging eaves. The exterior finish will be of stucco through the first story with shingles to the eaves and gables. A large front porch with heavy columns, the floor of the porch being laid in brick.

A massive chimney in red brick will project from the side of the building and will form one of the characteristic features.

The first floor will contain a large living room, a dining room, a kitchen, a reception hall, kitchen, pantry and laundry. The second story will contain the sleeping apartments, bath and storage room. The building will be ready for occupancy in the fall. The cost will be about \$5,500.

An Automobile House.

Speiden & Speiden have prepared plans from which E. K. Fox has about completed a large automobile house on the rear of the grounds surrounding his home on 26th street. Provision has been made for six or more autos and their accessories. The side of the building toward the house and which can also be seen from the street is of light buff brick. The entrance is through a broad arch, which, with the projecting tower for stairway and groups of small windows, gives the building a castellated appearance.

An Apartment House.

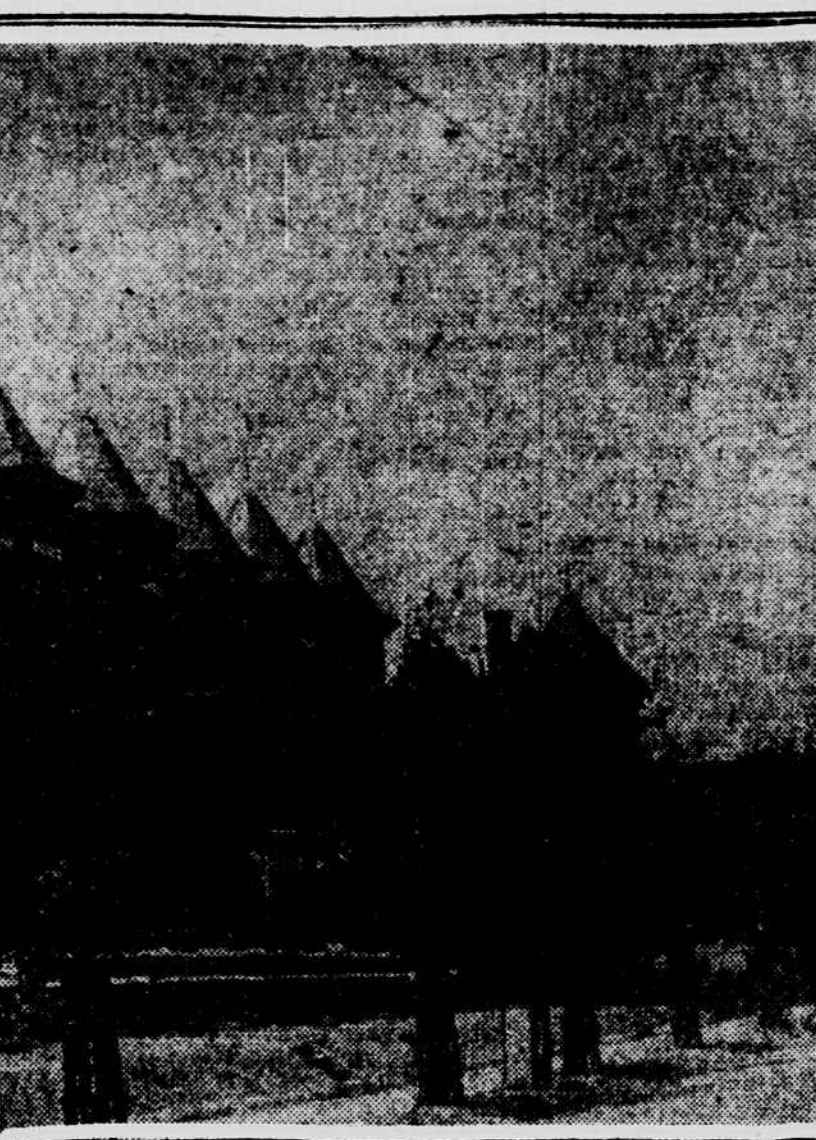
Lemuel Gaddis has awarded contract to M. H. Harriman, builder, to erect a two-story apartment house at 648 E street, southeast, from plans prepared by Joseph Bohn, Jr., architect. Work has begun and the building will be ready for occupancy in the fall. The cost will be about \$5,500.

A GAIN IN BUILDING.

The Past Month Shows an Increase as Compared With July, 1907.

From the American Contractor.

Notwithstanding the circumstance that a national political campaign is just about to open, building conditions in this country continue to improve. Official building reports from forty-five leading cities of the country, including Manhattan, Brooklyn and the Bronx, for the month of July, show quite a decided gain as compared with the preceding month. The gain, as compared with July, 1907, is about 34 per cent, whereas last month the loss was 15 per cent. In March it was 37 per cent, in April 33 per cent and in May 19 per cent. For the first time in many months New York appears on the right side of the ledger, the gain over July, 1907, being 21 per cent. The following figures show the percentage of gain in various leading cities: Cincinnati, 2; Columbus, 3; Dallas, 7; Denver, 23; Indianapolis, 19; Louisville, 12; Milwaukee, 11; Mobile, 24; Nashville, 20; New Haven, 45; New Orleans, 76; Omaha, 33; Portland, Ore., 26; St. Louis, 18; Salt Lake City, 169; Toledo, 31; Washington, 15. Percentages of loss are shown in the following figures: Balti-



Monroe Street Between Thirteenth and Fourteenth Streets.

more, 34; Buffalo, 23; Chicago, 6; Detroit, 46; Hartford, 38; Minneapolis, 4; Philadelphia, 23; Rochester, 90; St. Paul, 26; Spokane, 9; Worcester, 64.

SUBMARINE FISHING BOAT.

New Way of Taking Sponges From the Bed of the Sea.

From the Technical World.

The Tunisian sponge-fishing industry until a few years ago was practiced in a most primitive manner by free divers who by the duties of their profession considerably endangered their lungs and health. This method has been more and more superseded during recent years by the use of diving outfits, while a further step toward a more convenient and hygienic practice has been recently taken by Abbe Raoul at Carthage by the construction of a fishing boat in which the submarine principle is applied most effectively to the purpose of that peaceful industry.

The boat, which has been built on Abbe Raoul's plans, consists mainly of a spherocylindrical buoy of which a cupola giving access to the interior has been fitted.

The interior of the boat contains two compressed-air tanks, receiving air at 320 pounds pressure, and three water-ballast tanks by the aid of which the diving and rising motion is obtained. An iron ballast 1,500 pounds in weight attached below the bottom can be disengaged from within in order quickly to raise the boat to the surface in the case of danger.

On arriving at the bottom of the sea the diving boat is free to travel over the latter by means of a roller fitted to one end. Its propulsion being effected by two submarine oars actuated from within.

The fishing apparatus is a pair of pincers. These pincers are actuated from within and are free to occupy any angle inside of a given sector—which is limited by the ball joint of their handle. They are likewise susceptible of a rotation around their axis.

All the different operations are facilitated by electric lighting supplied by a system of four ten-candle lamps attached inside of the vessel to the bowsprit bibbs.

Women's Settlements.

From the Nineteenth Century.

Many women are living in settlements in different parts of London, working quietly and steadily day by day, seeking no glory or notoriety for their work, finding their happiness in humble service, ready to help where their help is needed.

THREE HUNDRED YEARS AGO

REASONS FOR THE EARLY ENGLISH COLONIAL MOVEMENT.

England Thought Virginia Was a Treasure House of Gold, Silver and Precious Stones.

Rev. Louis Beer, in Political Science Quarterly.

In addition to those settling in America, many Englishmen who had no intention of leaving their homes were keenly interested in the colonial movement. This large and heterogeneous body of men stimulated public opinion and was influential in securing the support of the crown, without which the work could not have been undertaken. Many of these men had invested extensively in colonial enterprises, but, apart from their own personal interests, they had certain definite ideas as to the advantages that would accrue to their country from a policy of expansion. A number of them favored colonization as a remedy for overpopulation and social distress; but far more emphasis was laid on colonization as a means of quickening English commerce and of freeing England from what, according to the prevailing economic theories, was a dangerous dependence on rival nations.

Quest for Gold.

English economic thought was dominated by mercantilist doctrines, which laid an undue stress on the possession of the precious metals. Gold and silver were looked upon as something apart and distinct from other commodities, as the very incarnation of wealth. According to the prevailing economic creed, a country's welfare could be accurately gauged by its balance of trade. A favorable balance meant the importation of metals, and consequently prosperity; an adverse one implied economic regression.

From this viewpoint there could obviously be no greater national advantage than the discovery of rich mines within the body politic. There was absolutely no likelihood of such an event in England, but attention was directed to America in the hope of finding there, as Spain had done, valuable mines. At the outset this hope was ever present, and the clause in



Kenyon Street Between Sixth and Seventh Streets Northwest.

proportion of the fish consumed was caught by foreigners and bought from them. To the statesmen and economists of the day it was patent that it was a distinct national advantage if England were not obliged to purchase these commodities from foreigners. Those which were exported from the continent and from Asia could not be produced on English soil, and the Dutch were so firmly entrenched in the fisheries in the waters adjacent to England that it was a difficult task to compete with them. A remedy, however, could be found by direct commercial intercourse with India, by the development of an English fishing industry in America, and by the production of those commodities hitherto purchased from other European nations in English colonies.

This desire to free England from the necessity of purchasing from foreigners formed the underlying basis of English commercial and colonial expansion. It led directly to the formation of the East India Company and to the colonization of America.

DESPOILING THE FIELDS.

Fertile Soil Being Carried to Sea by Inland Waterways.

From the Technical World.

America's immeasurably greatest asset—her inland waterways—is becoming a pronounced menace to the continent's future prosperity, because, through slovenly farming and profligate forest devastations, the streams are now rushing unchecked to the sea, taking with them on their travels the best elements of the fertile lands of the farming valleys.

At the present rate on most careful estimates by the eminent scientist, Dr. W. J. McGee, this soil waste is much over a billion tons a year; an amount so stupendous that it is beyond the powers of human comprehension. It is worth to the farmers not less than a dollar a ton, and as the dangerous conditions are constantly increasing, the ownership of a Mississippi valley farm will soon be a burden rather than a blessing unless the devastation of the river slopes and water-sheds be sharply checked.

Shifting bars on river bottoms mean lost farm land; rushing floods of muddy waters tell an eloquent story of piratical foresting and allured agriculture. Every ounce of sediment in flowing streams means lost soil which should be lying between farm furrows bringing grain and vegetables to fruition. Every muddy stream tells its own story of shifting banks and sliding soil.

Farm outlines are being changed every twenty-four hours; along those water courses, the Father of Waters sweeping majestically to the south with thousands of tons of sediment in the shape of sand and silt, and with the richest soil silt held in solution, for this river erosion robs the farmers by three processes; taking first the solid material which the currents roll seaward on the river bottoms; secondly by the quantities which flow in suspension as a sediment, and last, by the soil salts which disengage in solution.

BLIND BUGLER DEAD.

With Sightless Eyes "Pop" Correll Followed Red Cross Flag.

From the Savannah News.

Sixty years of blindness ended early yesterday morning for Harvey Correll, whose death at the Savannah Hospital removes a well known figure from the city's streets. With his placarded hat, his gourd, his cane and rocking chair, "Pop," as he had come to be known affectionately, spent year in and year out apparently an unclouded and perfectly happy existence.

His story reads like romance. Though blind from birth, he fought through two years of the civil war and leaves behind a record that could hardly have been bettered had he been unhampered by his lack of sight. He reached the post of regimental bugler before his war career closed, and his funeral Confederate veterans will be in attendance.

Few Savannahians have failed to see the aged man and because he was unlike to remember him, the Savannah Herald, gratitudes into the gourd that was his constant companion and that brought him his modest living. For a long while his rocking chair was placed at Bull and Broughton streets, at Adler's corner, and without regard for night or day he was accustomed to sit rocking back and forth, his sound within easy reach of passersby. The old man softly humming old songs of the south written before and during civil war days and days of his youth.

Within later weeks he changed his stand to Drayton and Broughton streets and could be seen rocking and humming until midnight, except when driving rain made him seek shelter. Old age and increasing feebleness sent him to the Savannah Hospital, where at Sunday's break of day he died. It is stated that he has a sister living somewhere in Virginia, but that out of a family of seven children she is the last alive.

In 1861 he enlisted as a bugler in Company B, 7th Virginia Cavalry, and served two years, when he was made regimental bugler in the command of Col. R. Hunter Dulaney. He came to Savannah ten years ago and in that time has become probably the most familiar figure the street corners have known. He insisted upon wearing his bronze cross and to show it with evident pride to any who stopped to speak to him.

Alleged Embezzler Caught in Brazil.

COLUMBUS, Ohio, July 11.—Gov. Harris received word from Acting Secretary of State Adee, at Washington, today advising him of the arrest at Santos, Brazil, of Antonio S. Bonelli, an Italian agent at Cleveland, who is charged with the embezzlement of \$37,000, which, it is said, was intrusted to him for shipment to Italy by emigrants in this country.

ACCESS TO THE PARKS

Present Street Railway System Declared Defective.

EXTENSIONS ARE NEEDED

Resorts for the People Might Be Made Easier to Reach.

FINE DOMAIN ON THE RIVER

Then, Too, There Are the Attractions of the Extensive Region Along Rock Creek.

The nearest approach to the magnificent new park that has been opened up along the Potomac south of the White House for those who have no vehicles of their own cannot be described as within fair walking distance. Of course the ideas as to what is and what is not a reasonable interval of that sort varies with the individual, but in this city a couple of blocks or at the most three blocks is thought to be as great a distance as people ought to be expected to be obliged to go from their homes to reach the nearest street car line.

This public estimate of street car facilities is shown by the character and the extent of the building in the resident sections of the city, so that it has the authority of the approval of the majority of the public and that may be expected as final on such a question. The influence of street car lines on improvements in this city is of such long standing and so sweeping that it has come to be recognized as one of the leading factors in the real estate market.

Influence of Car Lines.

It is quite evident that if people choose their homes with reference largely to such facilities and that values of realty are mainly governed by the same consideration, then if a place of public resort such as a park is expected to be generally available the question of providing adequate means of reaching it which are open to the public becomes of great importance. Of course there are the roads which extend not only through and about such an area, but have direct connection with existing highways so that if one has any sort of a vehicle it is possible to make use of such a recreation place.

But the great majority of the public do not ride except in street cars and if they do not go within what public opinion looks upon as a reasonable distance then the park and in that way reaches one of the masses is not meeting the purposes for which it was created.

Along the Outer Edge.

In the case of Potomac Park, which now stretches from the foot of 26th street south along the river to the new bridges, a distance of more than a mile, and has nearly a mile width, which brings it to the Washington Monument grounds on the east, none of the existing car lines extends to it except in two and perhaps three places, and that, of course, along the outer edges. The nearest line is that of the Alcanadia and Mount Vernon Company, as it passes down 14th street, and thence across a section of the new park on the embankment that forms the approach to the new Highway bridge.

But the use of that road would mean the payment of a double fare on the part of most of the public, as it has its start at Pennsylvania avenue and 12th street and does not exchange transfers with the other city lines. Then again, this line reaches that portion of the park which lies between the park and the highway bridge, and there is no way of crossing the outlet, on the other side of which is the main section of the park.

A Discouraging Distance.

The cars of the Washington railway bring one down 14th street and by getting off either at H street north or H street south the visitor can enter at once into the park, but the bank of the river, which is the objective point for most people, is distant from both of these places about a mile and that, for the majority, is a discouraging distance, not to say an impossible one.

There is another nearby point of contact of the park with existing street car service and that occurs within some four blocks of the Capital Traction line that runs along F and G streets northward and thence north along 26th street. By getting off at 26th and F streets one is some four blocks from the entrance to the park, but the bank of the river, which is the objective point for most people, is distant from both of these places about a mile and that, for the majority, is a discouraging distance, not to say an impossible one.

But Potomac Park is not the only place of the sort which is without direct street car service, as there is Rock Creek Park. It is quite evident that in both instances, owing to the great extent and unusual attractions, it is proper that some study should be given to the problem of bringing street car lines not only nearer to the borders of these reservations, but also within them and through them.



IRVING STREET BETWEEN ELEVENTH AND TWELFTH STREETS.